



Medals

Lt. Col. Joseph T. Rohret receives Meritorious Service Medal, 4th oak leaf cluster

Lt. Col. Royces E. Eves receives Bronze Star

Chief Master Sgt. Alan E. Shaw receives Bronze Star

1st Lt. Chris Sibold receives Air Force Commendation Medal

Enlisted Promotions

Airman 1st Class Joshua Kierman 19th AMXS effective Sept. 14

Senior Airman Richard Clark 19th AMXS effective Sept. 11

Senior Airman Suzanne Pamplin 19th AMXS effective Sept. 11

Staff Sgt. Maurice Jones 19th AMXS effective Sept. 1

Staff Sgt. Amy Mackey 19th AMXS effective Sept. 1

Tech. Sgt. Alan Pekny 19th MXS effective Sept. 1

Tech. Sgt. David Stadnicki 99th ARS effective Sept. 1

Retirements

Maj. Mark W. Wesson, Sept. 26

Master Sgt. Timothy L. Richardson, Sept. 3

Maj. Kevin Gunnerman, Dec. 1

Dormitory room of the Quarter

Overall - **Airman 1st Class Daniel Alvarez**, 19th AMXS

1st Floor - **Airman 1st Class James Miller**, 19th AMXS

3rd Floor - **Airman 1st Class Holly Brown**, 19th MXS

Upcoming Events

Inspections and Exercises

Monday through Thursday: Initial Response Team Robins, Operational Readiness Exercise

Oct. 3: 19th ARG ATSO Warskills Training Day

Oct. 6 through 9: Employment / ATSO (aka Phase II) Team Robins Operational Readiness Exercise

Oct. 22 through 31: Global Guardian 04

Other

19th AMXS/ 19th MXS **Haunted House** is Oct. 28 through Nov. 1.

Black Knights say farewell to the Knightly News



U.S. Air Force photo

Black Knights of the 19th Air Refueling Group, 19th Operations Support Squadron, 19th Maintenance Squadron, 19th Aircraft Maintenance Squadron and 99th Air Refueling Squadron gather together on the flight line for a group photo.

K.N. coverage rolls into Rev-Up

By **Col. Raymond J. Rottman**
19th Air Refueling Group commander

After a year and a half, the Black Knights say goodnight to the Knightly News. In the past, the Knightly News has served as the 19th Air Refueling Group's medium for showcasing the Black Knights' unique mission and talented ser-



Rottman

vice members, and our primary interface with Robins' Rev-up. In an ongoing effort to improve coverage for all base organizations, especially hosted units, the Rev-Up has recommended that we incorporate our organizational inputs into the weekly Rev-Up, which will give us more timely coverage, and get our stories more attention from the

wider base audience.

While the Black Knights certainly enjoyed our Knightly News format, we'll continue to work closely with the Public Affairs and Rev-Up staff to ensure our mission and professionals continue receiving the same level of coverage, without the inherent limitations associated with squeezing an entire month's news into a single, stand-alone section.

To the 19th ARG men and women who selflessly devoted their time and talents to tell our story - thank you. Your efforts

brought our story to life, and made the Knightly News something we all looked forward to reading.

As we bid a fond farewell to the Knightly News, I encourage each Black Knight to look for opportunities to contribute articles to help our accomplishments become regular features in the Rev-Up.

Just as the Black Knights continue to provide the combatant commander with world-class aerial refueling and strategic airlift, the Rev-Up will continue to highlight our dedicated airmen and their challenging mission.

Honorary Commanders Dinner shows community appreciation

By **Maj. John Chapman**
19th Operations Support Squadron

The 19th Air Refueling Group hosted 10 community members at the Honorary Commanders Dinner at the Officer's Club Aug. 23.

The annual event, designed to increase awareness of the Group and its symbolic relationship with the Middle Georgia community, offered Black Knights an opportunity to demonstrate the Group's appreciation for these individuals' constant support.

Col. and Mrs. Raymond J. Rottman hosted the dinner, and squadron commanders and operations officers shared insights of recent Group happenings with their respective honorary counterparts.

Rottman, 19th ARG commander, said the dinner was a chance for the honorary commanders to reconnect with their active duty service members, and come away with a better

Please see **DINNER, 2**

A visit back in history

■ Black Knights visit the DASH-80 at Wright Patterson before going to Smithsonian

By **Holly J. Logan**
holly.logan@robins.af.mil

A crew of Black Knights had a chance to visit the aircraft that sparked the birth of the KC-135 Stratotanker.

Crewmembers, Lt. Col. Barry Dowell (aircraft commander), 1st Lt. Benjamin Kline (Co-pilot), Master Sgt. Christopher Campbell (instructor boom operator), Tech. Sgt. Walter Markwas (boom operator), Staff Sgt. Adam King (crew chief), Staff Sgt. Dale Matthews (crew chief) and Airman 1st Class Daniel Alvarez (crew chief) flew one of the Group's KC-135 Stratotankers Aug. 25-26, to Wright Patterson Air Force Base, Ohio, to participate in a static display next to the aircraft, similar to a Boeing 707, that the tanker was fashioned after - the Dash-80.

Lt. Col. Barry Dowell, with the 19th ARG, said the trip to visit the historic aircraft was a chance to visit the Stratotanker's roots.

"It was neat to look at the Dash-80," he said. "Air Force Materiel Command asked Air Mobility Command to provide a KC-135 Stratotanker, and having an avail-



U.S. Air Force photo

In late August, crew of Black Knights traveled with one of its KC-135 Stratotankers to Wright Patterson Air Force Base, Ohio, to participate in a static display. The Air Force prototype aircraft, known as DASH-80, has a structure similar to a Boeing 707, and was used as a model to fashion the KC-135R Stratotanker, flown by the 19th Air Refueling Group. Crewmembers were on-hand as the base public viewed the two aircraft parked side by side.

able aircrew, Robins seemed like the likely choice."

The Dash-80 was an aircraft used to sell the U.S. Air Force on what the Stratotanker could do for its mission, said Dowell.

The Dash-80 stopped en route from Seattle, Wash., to the National

Air and Space Museum's new companion facility, Seven F. Udvar-Hazy Center, near Washington Dulles International Airport in Virginia.

The Dash-80 parked next to one

Please see **HISTORY, 2**

Changes to come for Air Force’s tanker airlift business

By 1st Lt. Alison Thompson
99th Air Refueling Squadron

In an ever-changing war fighting environment, Air Mobility Command is bringing the past into the present - creating a more efficient future.

On Oct. 1, 15th Air Force at Travis Air Force Base, Calif. and 21st Air Force at McGuire Air Force Base, N.J. will deactivate, and become the 15th and 21st Expeditionary Mobility Task Forces. The 18th Air Force will stand up at Scott Air Force Base, Ill. the same day.

Gen. John W. Handy, commander

of U.S. Transportation and Air Mobility commands, the changes come as result of the command’s ever-changing needs.

“We’re looking at an evolution in air mobility,” he said. “As a command, we’ve matured in the past 11 years. The world has gotten smaller from a mobility perspective, increasing our roles and responsibilities of our Tanker Airlift Control Center, as the centralized mobility air operations center for the war fighting combatant commanders.”

The activation of the 18th AF is bringing back the traditional role of the numbered Air Force, giving air-

men a clearer reporting chain and reconnects some disconnects, which puts the numbered Air Force in operational control of the Tanker Airlift Control Center, the air mobility operations group, 12 wings, three groups and the Global En Route Air Mobility System.

The 18th AF will be responsible for the presentation of forces to the war fighters, with the reorganization reportedly have a large impact on AMC’s internal command structure and a low impact on AMC customers.

The 19th ARG is waiting for what changes may come their way, said Col. Raymond J. Rottman,

Group commander.

“The Air Force recognizes that the face of war, and how we get the war fighters to the war, has changed in recent years,” he said. “The reorganization within AMC reflects our leadership’s efforts to support both our front line troops and our support structures at home. This is being accomplished by utilizing our resources, namely materials and people, in a more efficient manner.”

Rottman said he doesn’t anticipate the reorganization to have an effect on the Group’s daily operations, but he assures the Black Knights will meet any unforesee-

able challenges ahead for the fledgling 18th AF.

The 18th AF was originally activated in 1951 to manage troop carrier aircraft for the Tactical Air Command. It was then deactivated in 1958.

Its emblem displays a chevron and wings - which are ancient military symbols of strength and protection. Parachutes on the shield represent equipment used by the organization in carrying out its mission with speed, safety and success.

Editor’s Note: Air Mobility Command Public Affairs at Scott Air Force Base, Ill. contributed to this article.

Commentary

Commander discusses transformation of 21st Air Force

As many of you know, we will begin a proud new chapter in Air Force history next week with the transformation of 21st Air Force into the 21st Expeditionary Mobility Task Force.

The historic re-designation ceremony will be conducted right here at McGuire Air Force Base, N.J., and will be officiated by General John Handy, Commander, Air Mobility Command.

While we will furl the great flag of 21st Air Force on Monday, the proud heraldry of the 21st Air Force will live on.

Past and present 21st Air Force warriors share a common legacy of victory and honor, and will proudly pass that legacy on to the men and women of the fledgling 21st Expeditionary Mobility Task Force in a ceremony befitting the storied history of 21st Air



Williams

Force and Air Mobility Command. It all began 61 years ago during World War II, when the United States was mobilizing millions of men and women and unprecedented amounts of war materiel to defend freedom in its darkest hour.

Through the successful buildup of forces prior to the D-Day invasion to the final victory in Europe, the parent units of 21st Air Force helped secure the freedom of millions.

Following the war, the same organizations were instrumental in the successful execution of Operation Vittles, otherwise known as

the historic Berlin Airlift. During the crucial period of that operation, the only hope for Berliners was the United States’ unique ability to maintain a lifeline of food and supplies – a lifeline that had to be maintained by air alone. It was the men and women of our mobility air forces that made it happen and ultimately won Berlin its freedom.

This proud heritage and “Can-Do” spirit endures today and will live on for generations to come.

As 21st Air Force evolved through the ’50s, ’60s, ’70s, and ’80s, its people and equipment supported countless humanitarian operations, supplied our forces in Vietnam, and supported our nation’s allies in times of maximum danger.

From Project Safe Haven in Eastern Europe to Operation Nickel Grass in the

Middle East, 21st Air Force carried the sound of Freedom around the world.

Along with that sound of Freedom came life sustaining supplies that demonstrated our nations’ commitment to friends of peace and democracy.

From Operation Just Cause in Panama in the last days of the 80’s to the incredible buildup of forces for Operations Desert Shield and Desert Storm, to combat operations in Europe in support of Operations Joint Endeavor and Allied Force, warriors of 21st Air Force made their presence known to friend and foe alike.

Most recently, after the unprovoked terrorist attacks of September 11th 2001, the men and women of 21st Air Force were among the first to respond. Within minutes of the attacks, we were ready to

refuel the fighters that scrambled to conduct combat air patrols over our nation’s major cities. Airmen from McGuire staged FEMA’s critical relief missions for lower Manhattan as we prepared and deployed forces for Operation Enduring Freedom and then, Operation Iraqi Freedom.

As the Global War on Terror has unfolded, it has become even clearer to the world that only through strength, readiness, and vigilance can we secure our freedoms in the 21st Century.

The Global War on Terror will be one of the most demanding undertakings in history, and only the United States could lead such an effort.

The hard work and dedication of 21st Air Force warriors, who have shown they will go anywhere in the world

in defense of freedom, will sustain that effort.

Your service and sacrifice, and the support of your families, exemplifies our core values of integrity first, service before self, and excellence in all we do.

I want to thank all 21st Air Force warriors, past and present, for all you’ve done to serve our country, protect our freedom, and save lives around the globe.

As we transition on Monday to a new war fighting command construct, know that our proud heritage and fine traditions will not only live on, but will grow stronger as we meet the challenges of the new century.

Best of luck and Godspeed to you all!

Maj Gen George N. Williams
Commander



U.S. Air Force photo
Col. Raymond Rottman, Lt. Col. Joe Rohret and wife, Tammy, Jack Steed, and Mr. and Mrs. Homer Childs, enjoy food and conversation at the Honorary Commanders Dinner.

DINNER

Continued from 1

understanding of the need of their support efforts during this fast-paced times of frequent and lengthy deployments and unprecedented operations tempo.

“These individuals have proven time

and again, their unwavering support of the Black Knights and our mission,” he said.

Maj. Jonathan Claunch, 19th Maintenance Squadron, agreed.

“It was a rewarding evening for all involved,” he said. “It allowed the military members to dedicate one night to the honorary commanders, in gratitude for their tireless support.”

19th ARG Honorary Commanders

19th Air Refueling Group Honorary Commander - Mr. and Mrs. Jack Steed	19th Aircraft Maintenance Squadron Honorary Commander - Mr. and Mrs. F. Ronnie Sanders	99th Air Refueling Squadron - Mr. and Mrs. Dan Callahan
19th Air Refueling Group Honorary Deputy Commander - Mr. and Mrs. Homer Childs	19th Air Refueling Group Honorary Public Affairs Liaison - Mr. and Mrs. Gary Tolbert	19th Operations Support Squadron - Mr. and Mrs. Tim Bollinger
19th Air Refueling Group Honorary Deputy Commander - Mr. and Mrs. Berry Segraves	99th Air Refueling Squadron - Mrs. Barbara Shaheen	19th Operations Support Squadron - Mr. and Mrs. Skip Dawkins
		19th Maintenance Squadron - Mr. and Mrs. Guy Starling

HISTORY

Continued from 1A

of Robins’ KC-135R Stratotanker. The Dash-80’s pilot was Gerald Whites, and the flight engineer was George E. Kegebein, both Boeing employees since the late 1970s.

The forerunner of modern commercial carriers, the Dash-80 represents a step into modern jet travel. Powered by four Pratt & Whitney JT3 turbojet engines, the aircraft featured wings swept back 35 degrees. Compared to earlier, piston-powered passenger planes, the Dash-80 flew faster, smoother and quieter.

Boeing co-pilot for the flight, Charles Gebhardt III, pointed out that the Dash-80’s fuselage was actually smaller than that of the C-135 Stratolifter, and the C-135’s fuselage was smaller than the production Boeing 707.

He added that although the Dash-80 never carried passengers, it was fitted with seats, rows of three on starboard side and two on the port side.

The Dash-80 has two original seats and the rest are “vintage.”

He said, there are no overhead compartments for carry-on Luggage, and there’s no bathroom, Gebhardt said.

The airplane only has 2,600hours on it,” Gebhardt said. “It’s practically new. Of course, since most of those hours were in flight

test, they were ‘hard’ hours.”

Boeing spokeswoman, Leslie Nichols, recalling one of the aircraft’s more spectacular moments, said, “The aircraft did two barrel rolls on Aug. 7, 1955 over the (Seattle) Seafair hydroplane races. The company test pilot, Alvin “Tex” Johnston, wanted to show people what the airplane could do. He was a very meticulous pilot, and he was sure to have practiced the move before showing it in public. Nobody knows how many times altogether he did it.”

According to company history, the Dash-80 production go-ahead was announced Aug. 30, 1952.

The aircraft made its first flight on July 15, 1954, the company’s 38th anniversary.

On March 11, 1957, it set a record flying from Seattle to Baltimore, Md., in three hours, 48 minutes, for an average speed of 612 mph.

The Dash-80 also was the forerunner to the C-135 Stratolifter, the military derivative that has served in a wide variety of roles including transport, reconnaissance and tanker for the U.S. Air Force and the air forces of several U.S. allies.

Five C-135s were designated as VC-137s and used to transport the president of the United States and other high-ranking government officials.

Following its first flight, the Dash-80 flew many test missions and underwent

several major structural and aerodynamic changes. For example, it flew with a fifth engine mounted on the aft fuselage to test installation feasibility for three-engined aircraft.

With the Dash-80, engineers investigated engine thrust reversers, sound suppressors, engine icing, air conditioners, and wing flap and slat modifications.

The aircraft also was used for assessing the performance of various radar, radar antennae, and different paints.

In one test series, the Dash-80 tested oversized tires that enabled it to land and take off from mud fields that could barely support passenger automobiles.

Since the 707 prototype first flew, Boeing has sold more than 14,000 commercial jetliners.

In May 1990, the Dash-80 was pulled from storage in the Arizona desert and restored to near-original configuration.

It made a special flyover of the five Boeing facilities in Washington’s Puget Sound area on July 15, 1991, Boeing’s 75th anniversary.

Except for a flyover of the 2003 Seafair Air Show in Seattle on Aug. 3, the Dash-80 has been idle at Boeing before its current coast-to-coast flight.

Editor’s Note: Mike Wallace, Aeronautical Systems Center Public Affairs, contributed to this story.



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